CLASSIFIED MESSAGE

~~SECRET~~

ROUTING

1		4	
2		5	
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ZE19C

OPERATIONAL IMMEDIATE

DATE 2000Z 13 JUN 62

TO : DIRECTOR

FROM : [redacted]

ACTION: DPD (1,2,3,4,5,6,7,8,9,10)

INFO : S/C (11)

SP

TOR 2059Z 13 JUN 62

EO 12958 3.3(b)(1)>25Yrs (N)

IN 39220

TO OPIM [redacted] INFO CITE [redacted] 4978

OXCART

EYES ONLY FOR COL BEERLI, MR PARANGOSKI, MR KEEFER, FROM [redacted]

TWO FLIGHTS WERE FLOWN ON TUESDAY 12 JUNE. FLIGHTS NUMBERS NINE AND TEN.

FLIGHT NUMBER NINE AIRBORNE ONE HOUR FIFTEEN MINUTES. TAKE-OFF WEIGHT 85,000 POUNDS, AFTERBURNER WITHOUT WATER. CLIMB 350 KEAS TO 20 THOUSAND. AB OFF. FULL DEFLECTION ROLL AT .92 AT 20 THOUSAND. AB CLIMB TO 40 THOUSAND ACCEL TO 1.2 MACH. ACCOMPLISHED 2G WINDUP TURNS AT 40 THOUSAND WITH 2 G MAINTAINED IN STEADY STATE TURN. CLIMBED TO 45 THOUSAND, 270 KEAS. WIND UP TURNS TO 1.5 G MAINTAINED IN STEADY STATE TURN. ROLLER COASTERS ACCOMPLISHED AT 45 THOUSAND.

DECENDED TO 40 THOUSAND, 2 TO 4 DEGREE SIDE SLIPS EACH WAY ACCOMPLISHED AT 250 K. THESE REPEATED AT 300K.

INVESTIGATED SINGLE AB FAILURES AT 40 THOUSAND, FEET OFF RUDDERS, RECORDED YAWING AND TRIM REQUIREMENTS.

DESCENDED TO 30 THOUSAND, CONDUCTED STABILITY INVESTIGATIONS

~~SECRET~~

WITH CG BACK TO 25 PERCENT MAC. AS YOU AWARE THIS WAS FIRST FLIGHT WITH ALL TANKS SEALED AND NITROGEN SYSTEM IN OPERATION. ALSO, THIS WAS FIRST FLIGHT WITH ANGLE OF ATTACK AND YAW INDICATING SYSTEMS INSTALLED.

ANGLES OF ATTACK FOR LANDING CONFIGURATION WERE INVESTIGATED WITH 10 DEGREE RECORDED FOR 160 KEAS AT LANDING WEIGHT, 10.5 DEGREES RECORDED FOR 155 KEAS.

FOR SIMULATION OF SINGLE ENGINE LANDING, RIGHT ENGINE WAS PULLED BACK TO 80 PERCENT RPM ON DOWN WIND LEG, LEFT ENGINE VARIED BETWEEN 96 DEGREES TO 98 DEGREES RPM TO FLARE. THREE DEGREE TO 4 DEGREE RUDDER TRIM UTILIZED IN PATTERN TO REDUCE RUDDER FORCES REQUIRED. TRIM WAS ZEROED OUT JUST PRIOR TO FLARE. TOUCHDOWN AT 145K, NORMAL LANDING. CHUTE DEPLOYED AT 140K. SEVERAL RISERS FAILED AT REEF POINT, SNAPPING BACK AND TEARING CANOPY IN TWO PLACES AT ABOUT THE 10 O'CLOCK POSITION, VIEWED FROM BEHIND. THESE TEARS APPEARED TO BE ABOUT 5 FEET IN LENGTH, HOWEVER THE CANOPY DID NOT COLLAPSE BUT CONTINUED TO DECELLERATE AIRCRAFT. PILOT TURNED OFF RUNWAY [redacted] AT TAXIWAY. AIRCRAFT WAS REFUELED AND PREPARED FOR AFTERNOON FLIGHT.

FLIGHT NUMBER TEN WAS AIRBORNE FORTY SIX MINUTES. TAKE OFF WEIGHT 85,600 POUNDS CG AT 21.3 PERCENT MAC: ESSENTIALLY SAME FLIGHT TEST ITEMS WERE SCHEDULED. TAKE OFF MADE IN AB AT 86 DEGREES F TEMP, WITH APPROXIMATELY 7 KNOT TAILWIND COMPONENT. TAKE OFF MADE ON RUNWAY [redacted] TO PERMIT ROLLOUT [redacted]

CLIMB WAS MADE TO 38 THOUSAND IN AB, ACCELERATED TO 1.2

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MACH AT 40,000, TURNED BACK TOWARD AREA IN 1.2G TURN. ACCELERATED TO 397 KEAS AT 40 THOUSAND, CLIMBED TO 42 THOUSAND. PILOT DETECTED WHAT HE THOUGHT WAS EITHER MILD BUFFETT OR TURBULENCE AT 1.47 MACH, IMMEDIATELY CAME OUT OF AB AND SLOWED AIRCRAFT. INSPECTION BY CHASE REVEALED SHEET METAL DAMAGE TO INBOARD SIDE OF LEFT VERTICAL. 300K DESCENT WAS BEGUN FOR RETURN TO BASE. REMAINDER OF FLIGHT WAS CANCELLED DUE TO ABOVE AND DUE TO CONSIDERABLE TURBULENCE AT LOW ALTITUDE.

FUEL DUMP SYSTEM WAS EXERCISED, DUMPING 10 THOUSAND POUNDS FUEL. APPROACH AND LANDING NORMAL WITH NO DRAG CHUTE ABOARD. ROLL OUT [redacted] WAS NORMAL, WITH MODERATELY STRONG BRAKING EMPLOYED. [redacted] WITHSTOOD ROLL OUT SATISFACTORILY. NOTED BY RUNWAY OBSERVERS WAS FACT THAT RIGHT MAIN GEAR OUTBOARD TIRE WAS FLAT DURING LANDING ROLL, WITH TIRE PARTIALLY DISENTEGRATING DURING BRAKING. CHECK OF INSTRUMENTATION REVEALED TIRE BLEW ON TAKE-OFF. PILOT WAS UNAWARE OF BLOWN TIRE UNTIL INFORMED DURING TAXI BACK TO HANGAR. INSPECTION OF VERTICALS REVEALS SKIN CRACKING AND SEPARATION ON INBOARD SIDE OF LEFT VERTICAL JUST AHEAD OF BEEFED UP AREA MODIFIED AFTER LAST PREVIOUS INCIDENT OF CRACKING. CRACK RUNS VERTICALLY ABOUT 1 INCH AHEAD OF BEEF UP AREA. INBOARD SIDE OF RIGHT VERTICAL DID NOT APPEAR TO CRACK AND SEPARATE, BUT SEVERAL RIVETS WERE PULLED THROUGH THE SKIN. OUTBOARD SIDES OF BOTH VERTICALS APPEARED TO BE NORMAL. FLIGHT PLANNED FOR WEDNESDAY WAS OF COURSE CANCELLED. IT NOW APPEARS THAT THURSDAY FLIGHT WILL ALSO BE CANCELLED DUE TO ABOVE PROBLEM PLUS A POSSIBLE ENGINE CHANGE.

INFO ON ENGINE CHANGE REQUIREMENT WILL BE FORWARDED WHEN DETAILS ARE CLARIFIED.

COL BEERLI PERSONALLY BRIEFED PRIOR TO DEPARTURE.

END OF MESSAGE